

## COOLEY CAUSES A COMMOTION

### A Breezy Letter From the Inter-State Chairman.

### OBJECT LESSONS AS TEACHERS.

**He Talks Plainly of the Evils Which  
Permit Ticket Brokers to Exist  
—A Question Regarding  
Oats Settled.**

**Right to the Point.**  
Chicago, Nov. 1.—[Special Telegram to The Bee.]—Chairman Abbott, of the Western States Passenger association, to-day sent out a circular letter to members of his

"Object lessons are apt to be the most impressive teachers, and what is taught thereby is most certain to be remembered and acted upon. I desire to call your atten-

associates to the question whether the railroads of the country are not now giving the public an object lesson which is certain to impress the public mind that regular passenger rates are altogether too high. In imposing such rates it is

for the service actually performed for those who are to pay them. But has not the public abundant reason for believing that considerable numbers of persons are all the while being improperly carried free, the cost of their carriage tending necessarily to load

This, however, is not the part of the lesson to which I wish most particularly to direct attention now. The extraordinary manner in which the privilege to give excursion rates is abused is a much greater wrong to those who pay the customary rates than is even the

might be exercised as the law contemplates without wronging any one, because it would tend to create a business for special occasions that would not otherwise exist, and the cost of which would be more than met by the volume. But that it is imprudent, every

cut the regular rates, is unquestionable. Moreover, you can not fail to know that excursion tickets in great quantities are issued with an understanding, expressed or implied, that the condition of issue shall not be enforced and that they, or at least the return

tickets, the consequence being that upon the same trains there are persons at all times to be found, some of whom have paid for their passage twice or more than twice as much as others, though neither in law or morals is there reason for any difference. The public

by rail, the carriers furnish support and the opportunity for large profits to a considerable number of persons in all sections of the country in a business that ought not to exist at all—the business known as that of ticket broker or scaler. Sometimes these par-

cutting rates, more often indirectly, whereby the same end is accomplished. But whether used directly or indirectly, the effect on the traveling public is the same—the cost of supporting them and their business falls upon the public and their profits tend to keep

1. When the railroad companies thus distinctly give the public to understand that their regular rates are more than a fair remuneration for the services performed for those who pay them,

2. If persons charged the regular rates should complain of them as excessive, and bring out the facts above stated as proof, how would the railroad companies undertake

The above remarkable letter has called out more comment than any yet issued by Chairman Cooley in his official capacity. In the main the comments are to the effect that the committee is right in its action on the un-

letter. It has put a continued slight on the commission, and of which Chairman Cooley has often spoken in vain. Adverse comments are as thick as the favorable ones, some especially savage outbursts being heard in regard to the commission attending to its

has already created a profound impression, and is more than likely, if threats are to be believed, to lead to an outbreak which will end in a determined effort on the part of the roads to prove the unconstitutionality of the inter-state commerce act.

CHICAGO, Nov. 1.—[Special Telegram to THE BEE.]—The refusal of the Northwestern lines to accept the proposition of the trunk lines for a raise in through rates to the northwest has excited the ire of the lat-

refusal of the Northwestern lines that to-day notification was hurriedly sent out for another special meeting of the Northwestern lines next Monday. It is likely, if a full attendance can be had, that decisive action will be taken, provided some arrangement can

**St. Joseph & Grand Island Changes.**  
ST. JOSEPH, Mo., Nov. 1.—[Special Telegram to THE IRV.]—Edwin McNeill, general

railway, announces the following new appointments to take effect on the Leavenworth division of the Union Pacific to-day: William Williams, superintendent, with office at St. Joseph; H. O. Halstead, assistant super-

H. Andrews, master bridge builder, with headquarters at Elwood, Kan.; R. A. Beck, division roadmaster, with headquarters at Leavenworth. The pay of engineers and firemen will be advanced 25 cents on the hundred miles, commencing with to-day.

CHICAGO, Nov. 1.—[Special Telegram to The BEE.]—The joint rate committee—consisting of Vice-Chairman Hayden, of the trunk lines, and Chairman Blanchard, of the local lines, have finally set

transit" bugaboo by authorizing the inspection bureau to allow the practice. The committee officially gives notice to-day of permission to change the destination at least once in transit, a body blow to the attempt to make through billing on all shipments.

**A Union Pacific Dental.**  
**Boston, Nov. 1.**—Union Pacific officials here deny any knowledge of the report that a traffic alliance has been made between the Alton and the Kansas Pacific branch of the Union Pacific.

**The Abilene Bankers Assign.**  
**ABILENE, Kan., Nov. 1.**—Lebold & Fisher made an assignment late yesterday afternoon and locked the Abilene bank's doors. Since Monday's suspension a large number

and it was hoped all would be satisfied. New England creditors commenced legal proceedings and an assignment was necessary. The remaining liabilities amount to \$285,000, with assets which, being in western lands, will come far from settling the

**Bradlaugh Has a Relapse.**  
LONDON, Nov. 1.—Charles Bradlaugh, who was recovering from his recent attack of illness, has suffered a relapse.

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